

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

(First Amended) 1. A safety device (1) for a vehicle seat to be secured within a vehicle via lateral guides, ~~[said]~~the safety device comprising at least one securing rail (8) which is to be arranged in the vehicle in a positionally fixed manner in the region between the lateral guides and ~~[has]~~having associated securing ~~[means]~~mechanisms (10),~~[-which are connected or are]~~ to be connected to the vehicle seat and interact with the securing rail (8) in such a manner that, in the case of regular seat loads, the securing ~~[means]~~mechanisms (10) are arranged in a contactless manner relative to the securing rail (8) and, by means of irregular, in particular accident-related deformations and/or movements in the region of the vehicle seat, come into engagement with the securing rail (8) locking the vehicle seat against further deformations/movements, ~~[characterized in that]~~wherein the securing ~~[means]~~mechanisms (10) and the securing rail (8) are designed in such a manner that, during the engagement, reaction forces, which act in the direction of axes (X, Y, Z) of a conventional vehicle coordinate system, are absorbed in a manner distributed to at least two different engagement regions of the securing rail (8).

(First Amended) 2. The safety device as claimed in claim 1, ~~[characterized in that]~~wherein the securing ~~[means]~~mechanisms (10) have a first engagement part (20) for absorbing forces primarily in the direction of a vertical axis (Z) and, if appropriate, in the direction of a horizontal vehicle transverse axis (Y), and a second engagement part (22) for absorbing force primarily in the direction of a horizontal vehicle longitudinal axis (X).

(First Amended) 3. The safety device as claimed in claim 2, ~~[characterized in that]~~wherein the first engagement part (20) is connected rigidly to a seat frame (2) in such a manner that deformations or movements occurring in the region of the seat frame (2) cause it to come into an engagement position with the securing rail (8).

(First Amended) 4. The safety device as claimed in claim ~~[2 or 3, characterized in that]~~2, wherein the second engagement part (22) can be moved relative to the first

engagement part (20) in such manner that, by a certain actuating force (F) being applied to it, it can be moved from a non-engagement position into an engagement position also independently of the first engagement part (20).

(First Amended) 5. The safety device as claimed in claim 4, ~~[characterized in that]~~wherein the second engagement part (22) is connected to a seatbelt securing ~~[means]~~device in such a manner that a belt tensile force acts on the second engagement part (22) as actuating force (F).

(First Amended) 6. The safety device as claimed in ~~[one of claims 2 to 5, characterized in that]~~claim 2, wherein, in its engagement position, the second engagement part (22)~~[-additionally]~~ also uses supporting sections (24) to absorb forces in the direction of the vertical axis (Z) and the transverse axis (Y).

(First Amended) 7. The safety device as claimed in ~~[one of claims 1 to 6, characterized in that]~~claim 1, wherein the securing rail (8) has an approximately U-~~[-or horizontally C-]~~shaped cross section which is open upward in the direction of the seat for the engagement of the securing ~~[means]~~mechanisms (10) with a base (12) and two retaining limbs (16) bounding a longitudinal opening (14).

(First Amended) 8. The safety device as claimed in claim 7, ~~[characterized in that]~~wherein the first engagement part (20) of the securing ~~[means]~~mechanisms (10) uses supporting sections (26) to engage behind the retaining limbs (16) of the securing rail (8).

(First Amended) 9. The safety device as claimed in claim ~~[7 or 8, characterized in that]~~7, wherein the securing rail (8) has locking means in the region of the base (12), in particular in the form of a plurality of ~~[teething-like]~~toothed cutouts (28) distributed in the longitudinal direction of the rail, for engagement of a locking section (30) of the second engagement part (22).

(First Amended) 10. The safety device as claimed in ~~[one of claims 4 to 9, characterized in that]~~claim 4, wherein the second engagement part (22) is designed as a double lever mounted pivotably about a transverse axis~~[-(34), it being possible for]~~, a first

lever section (36) ~~[to have]~~ having the actuating force (F) applied to it, and a second lever section (38) serving for engagement in the securing rail (8).

(First Amended) 11. The safety device as claimed in ~~[one of claims 4 to 10, characterized in that]~~ claim 4, wherein the second engagement part (22) is locked in its non-engagement position in such a manner that an unlocking for transferring it into the engagement position takes place only by ~~[-means of]~~ an actuating force (F) exceeding a certain minimum value.

~~(First Amended)~~ 12. The safety device as claimed in claim 11, ~~[characterized in that]~~ wherein the second engagement part (22) is locked by a predetermined breaking point ~~[-, in particular in the form of]~~ utilizing a shearing pin (40).

(First Amended) 13. The safety device as claimed in ~~[one of claims 6 to 12, characterized in that]~~ claim 6, wherein the supporting sections (24, 26) of the first and second engagement parts (20, 22), which sections are provided for engaging behind the retaining limbs (16) of the securing rail (8), are offset with respect to each other in the longitudinal direction of the securing rail (8).

(First Amended) 14. The safety device as claimed in ~~[one of claims 6 to 12, characterized in that]~~ claim 6, wherein the supporting sections (24, 26) of the first and second engagement parts (20, 22), which sections are provided for engaging behind the retaining limbs (16) of the securing rail (8), are arranged together in a region of the longitudinal extent of the securing rail (8), the supporting sections (26) of the first engagement part (20) engaging behind the retaining limbs (16) of the securing rail (8) indirectly via the supporting sections (24) of the second engagement part (22) ~~[-or vice versa]~~.

(First Amended) 15. The safety device as claimed in ~~[one of claims 2 to 14, characterized in that]~~ claim 2, wherein the first engagement part (20) is an integral part of a frame longitudinal member (6) of the vehicle seat.

(First Amended) 16. The safety device as claimed in ~~[one of claims 2 to 14, characterized in that]~~ claim 2, wherein the first engagement part (20) is fastened to a frame

transverse member (4) of the vehicle seat and protrudes freely from the transverse member (4) into the region of the securing rail (8).

(First Presented) 17. A safety device (1) for a vehicle seat to be secured within a vehicle via lateral guides, the safety device comprising at least one securing rail (8) which is to be arranged in the vehicle in a positionally fixed manner in the region between the lateral guides and having associated securing mechanisms (10), to be connected to the vehicle seat and interact with the securing rail (8) in such a manner that, in the case of regular seat loads, the securing mechanisms (10) are arranged in a contactless manner relative to the securing rail (8) and, by means of irregular, in particular accident-related deformations and/or movements in the region of the vehicle seat, come into engagement with the securing rail (8) locking the vehicle seat against further deformations/movements, wherein the securing mechanisms (10) and the securing rail (8) are designed in such a manner that, during the engagement, reaction forces, which act in the direction of axes (X, Y, Z) of a conventional vehicle coordinate system, are absorbed in a manner distributed to at least two different engagement regions of the securing rail (8); and wherein the securing mechanisms (10) have a first engagement part (20) for absorbing forces primarily in the direction of a vertical axis (Z), the first engagement part (20) is an integral part of a frame longitudinal member (6) of the vehicle seat.

(First Presented) 18. A safety device (1) for a vehicle seat to be secured within a vehicle via lateral guides, the safety device comprising at least one securing rail (8) which is to be arranged in the vehicle in a positionally fixed manner in the region between the lateral guides and having associated securing mechanisms (10), to be connected to the vehicle seat and interact with the securing rail (8) in such a manner that, in the case of regular seat loads, the securing mechanisms (10) are arranged in a contactless manner relative to the securing rail (8) and, by means of irregular, in particular accident-related deformations and/or movements in the region of the vehicle seat, come into engagement with the securing rail (8) locking the vehicle seat against further deformations/movements, wherein the securing mechanisms (10) and the securing rail (8) are designed in such a manner that, during the engagement, reaction forces, which act in the direction of axes (X, Y, Z) of a conventional vehicle coordinate system, are absorbed in a manner distributed to at least two different engagement regions of

the securing rail (8); and wherein the securing mechanisms (10) have a first engagement part (20) for absorbing forces primarily in the direction of a horizontal vehicle transverse axis (Y).